

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,360 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell. (At Dock).
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.
 "NANNING," 1,569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.WEST RIVER BRITISH STEAMSHIP COMPANIES.
HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
 For further information apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9:30 P.M. (Sundays excepted). Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co. For further particulars, please apply to—
BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:
 "CHEF" HONGKONG.
 Telephone No. 14.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,
 Proprietor.
 (798)

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers, is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sonnta, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, HIOGO, "ROON" THURSDAY, 8 A.M., 10th Oct., 1907.

YOKOHAMA and KOBÉ "GOEBEN" THURSDAY, Noon, 10th Oct., 1907.

NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "MANILA" THURSDAY, 5 P.M., 10th Oct., 1907.

MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, FEN, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" About THURSDAY, the 18th Oct., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th October, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 2nd October, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

NEW SHIPPING COMBINE.

STR. ITS ENTERPRISE.

With a Board composed of leading Chinese financiers, merchants, and miners of the Straits and F. M. S.—including such well-known "strong men" as Messrs. Foo Choon, Lim Lek Chuan, Kow Joo Tok, Lim Sang, Hooi Yeeh Seig Lee, Goh Tak Chee, Quah Beng See, and other prominent members of the Chinese community—with capital amounting to \$1,800,000; forty steamships all engaged for years in keeping up regular communication with South China, Burma and all the principal ports of the Straits, F. M. S. and Netherlands Indies; and with the six water-boats, workshop and steamships belonging to Messrs. Hock Chong & Co., the Eastern Steamship Company, Ltd., which is now being floated, should, as the prospectus intimates, prove a very profitable investment for the shareholders, for by forming a "combine" consisting of the Koo Guan Co., Quah Beng Kee, Hock Chong & Co., Teong Eong Keok and Lim Eow Hong, of Penang, the element of competition will be eliminated from the outset, while the strength invariably resulting from unification of interests must result in distinct and permanent advantage.

The moving spirits in this enterprise are Messrs. Lim Kek Chuan, Cheah Choo Yew and Lim Seng Hooi and they have under five separate agreements made between themselves and the five firms and persons above mentioned acquired options for the purchase of the steamships and property above referred to at prices amounting in the aggregate at \$1,308,550. The agreements provide that upon the exercise of the options the promoters shall sell to the Company the forty steamships and property aforesaid amounting in the aggregate to the sum of \$1,308,550. The purchase price will be paid as to 75 per cent. in fully paid up shares in the Company and the balance in cash.

The capital of \$1,800,000 is divided into 180,000 shares of \$10 each. 65,000 shares are now offered for subscription on at par, payable \$3 per share on application and \$7 on allotment. Application for shares, with remittance, should be made to the Penang branch of the Chartered Bank on or before 31st November.—Times of Malaya.

USE OF HORSES IN CHINA.

The only places in China where horses are used to any great extent are Shanghai, Tsingtau and Tientsin. Australians, "waters," so called because they originate in New South Wales, are the most popular. These horses are imported into Shanghai in batches of from twenty to fifty, are well taken care of on the voyage, and arrive in excellent condition, and are put into use within a couple of weeks after arrival. They retail in Shanghai at prices varying from \$80 United States currency to \$200, or even more in cases of special breeds. They appear to stand the climate fairly well, but are not considered to be as strong or as useful as the China ponies, which are native to the plains of Manchuria and Tibet.

Very few American horses are seen on the Shanghai market, the reasons given being that the long ocean voyage is exceedingly trying on the animals, that they are not as well cared for on the Pacific voyage from America as from Australia, and that they do not appear to stand the enormous changes in climate incident to the East. A certain number of American horses have gone to China from Manila, but by far the largest number of horses in Shanghai and Tientsin are of Australian origin. Tientsin has also a considerable number of horses imported from Germany, many being brought there for general use, and most of the horses in use at Tsingtau are either of this kind or Australians brought from Shanghai.

In Shanghai, Tientsin and Tsingtau horses are used mostly for carriages, but there is also a call for good Australian or American saddle horses for use in Peking, Hongkong and other places where the roads are not sufficiently good to allow of the use of carriages. The animal generally in use among foreigners in China and the better class of Chinese for driving and riding purposes is the China pony. These come from the north overland, and can be bought at \$30, or even less in the northern ports, to \$50 or more in the southern ones, depending on the demand and the distance from their original homes. They are usually captured in a more or less wild state and tamed by the Chinese, most of those used by foreigners having first gone through the hands of the mountaineers for use as pack animals. In Shanghai they are used singly in harness, and a very good China pony broken to carriage will occasionally command a price as high as \$200 United States currency. In Tsingtau they are somewhat more expensive than in Shanghai, are driven in pairs, plying to the hilly country, and a good pair occasionally costs as much as a pair of Australians, say, \$400, though the majority of ponies would sell for about \$100 or \$125 for the pair. These ponies stand usually about thirteen hands or under, are very stockily built, stand the hot weather well, eat barley, bran and soft foods, never oats, and can be fed on very much less than Australian or American horses. It is generally said that an Australian or American horse must not be used in the Chinese climates for more than two or three hours' driving each day, with occasional days' rest, when they remain in the stables, while the China pony is available at all times and seems to thrive on what would be an excess of work for the foreign-bred animals.—U. S. Consular Report.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905.

Entertainment.

A GRAND PROMENADE CONCERT

will be held on

THE VOLUNTEER PARADE GROUND

on

MONDAY, the 14th instant,

at 9:15 P.M.

The Concert will be in aid to the following Charities:—

The Ladies' Benevolent Society.

The Seamen's Mission.

Tickets \$2 and \$1, can be obtained from Volunteer Headquarters and Messrs. Kelly and Walsh, Ltd.

A. J. THOMPSON, Captain,
Staff Officer, H.K.V.C.

Hongkong, 8th October, 1907. (795)

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 22nd June, 1907. (87)

TO LET.

A HOUSE IN KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907. (86)

TO LET.

LARGE and SPACIOUS GODOWNS formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907. (439)

TO LET.

'HATHERLEIGH' Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st October, 1907. (629)

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENGROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 13th August, 1907. (742)

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co.

Hongkong, 24th July, 1907. (665)

TO BE LET.

AS from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.

Hongkong, 29th June, 1907. (614)

For Sale.

KUHN & KOMOR'S

ART CURIOS STORE

will be RE-OPENED on the 7th inst., at No. 13, QUEEN'S ROAD (under Connaught Hotel),

AND

A CLEARANCE SALE AT GREATLY REDUCED PRICES

will be held to the END OF THIS MONTH.

INSPECTION CORDIALLY INVITED.

Hongkong, 2nd October, 1907. (886)

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.00 per Cask

In Bags of 250 lbs. net \$8.00 per Bag

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 3rd October, 1907. (148)

THE NEW FRENCH REMEDY

THERAPION

TRADE MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Volp and others, consists of the dried and purified

of the most valuable medicinal plants, and is a

THERAPION No. 1 is a remarkably short time, often a few days only, removes all

discharges, effectually surrounding injections, the use of which does irreparable harm by laying the foundation of

strictures and other serious diseases. Indiscreetly, pills, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it

will be found astonishingly efficacious. It is a powerful

THERAPION No. 2 is a powerful purgative, and is

of blood, scurf, pimples, spots, blotches, palmar erythema, itching of joints, secondary symptoms, gonorrhea, rheumatism, and all diseases for which it has been too much feared to

employ mercury, arsenic, and other powerful drugs, in the destruction of malarious fevers and other diseases. This preparation

purifies the whole system, cleanses the blood, and

roughly eliminates all poisonous matter from the body.

THERAPION No. 3 is a

flow, diarrhoea, and all disorders consequent upon

disipation, pruritus, overwork, early marriage, etc. It

removes surplus blood, restores the system, and

vigor to those suffering from nervous influence of

long residence in hot, malarious climates, and is

THERAPION is sold by principal

order, state which of the three numbers required,

and observe above Trade Mark, which is a facsimile of

word "THERAPION" with a crown on the top, and a

Stamp (in white letters on a red ground) placed on every

package by order of the Manufacturer, Messrs. Kuhn &

and which is a

Sold by all Chemists.

Public Companies.

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are **wrong** will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight" — free.

LONDON,	CALCUTTA,	SHANGHAI
23, John Street, Bedford Row, W.C.	59, Bentinck Street,	560, Nanking Road.
HONG KONG, 21th November, 1901.		

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HOUSEHOLD AMMONIA

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy. GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS AND PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 9, 1907.

THE STOCKS.

Some few years ago, when an epidemic of crime seemed to prevail in Hongkong, the Government, obtaining the advice of the Chinese as to the best method of dealing with their recalcitrant compatriots. This suggestion was offered, and the Government acted thereon, that Magistrates should judiciously exercise the powers conferred upon them by law to sentence certain convicted prisoners to undergo exposure in the stocks. The real object of this punishment was, of course, not that the prisoner should be tortured by being leg-bound for an indefinite period, but that he should "lose face" in the eyes of his compatriots. That was an even more terrible punishment than if the prisoner had been sentenced to a lengthy period of imprisonment, for any kudos which he might have gained as the result of his clever roguery was forgotten in the biliary created by the appearance of the erstwhile bold offender as the ridiculous imitation of a trussed fowl. Undoubtedly, the introduction of the stocks served at the outset as a decided deterrent to the commission of those petty crimes, which, although of no great moment in themselves, led to wilder ventures and more deliberate infractions of the law. The imposition of the stocks on convicted offenders was, as stated, left entirely to the discretion of the presiding Magistrates. Unfortunately the Magistrates after a time seem to have exercised little or no discretion in the matter whatever, but sentenced all and sundry to so many weeks' imprisonment and six hours' stocks. As a matter of fact, the habitual criminal recognised that the disgrace of exposure to the public gaze had lost much of its stigma, for the simple reason that the Magistrates in their craze to employ an antediluvian form of punishment were utterly regardless of the seriousness of the offence committed, the circumstances which had led to its commission, or the status of the offender. The consideration of how the prisoner's health would be affected by exposure in the stocks for six hours on each day entered into the question at all. After a time, as the result of representations from the higher authorities, there was a marked reduction in the number of cases sentenced to condemnation by public obloquy, but even now the Magistrates seem unable to determine the exact quality of crime that should entitle the offender to exposure in the stocks. The fact

should be emphasised that the stocks were not introduced with the object of submitting law-breakers to torture; the sole idea was that the spirit of bravado might be quenched by the rain of ridicule, and that those of criminal tendencies might have their ultimate fate brought home to them. Yet the Magistrates, absolutely ignoring the condition of a prisoner's health, and regardless of the extreme pain and danger, resulting from prolonged incarceration in the stocks—the prisoner being kept in an immovable position for hours and subjected to the rough and, it is to be feared, occasionally brutal handling of an imported Sikh policeman—continued to impose the six hours' stocks in case after case, irrespective of the fact that in many instances the punishment was far in excess of the crime, and implanted in the unfortunate prisoners the seeds of disease which could never be eradicated. Time and again we have protested against the exposure of miserably clad coolies for six consecutive hours in the middle of winter. None who has seen the poor emaciated wretches, wearing nothing but a pair of cotton drawers, and squatting on the flagstones, shivering with cold on a bleak day in January, could restrain his sympathy for their fate. If that was not torture it would be difficult to define the term. But apart from that, the wholesale infliction of the stocks was repugnant to Chinese feeling; it offended the susceptibilities of the best of the race in Hongkong; it was a source of constant irritation, and little wonder, the stocks, when all is said and done, is a barbarism in a British Colony—a relic of medieval punishment and therefore an egregious anachronism in the twentieth century. Besides cruelly undermining the constitution of the sturdiest, they render the first offender against the law callous and soured, and convert into habitual criminals those who have made, it may be, a momentary lapse. That the efficacy of the stocks as a deterrent to crime has not been proved seems evident from the fact that the Government have just introduced into the Legislative Council a Bill amending the Ordinance which confers on Magistrates the power of sentencing prisoners to the stocks. The Bill consists of a single clause but those who can make head or tail of it are gifted with an abnormal perception. Under this Bill—for which no "objects and reasons" are given—it is laid down that prisoners shall not be sentenced to the stocks when the offence is punishable by a fine, and even when the law permits of it the prisoner shall not be sentenced for a longer period in the stocks than four hours. How this will work out in practice it is impossible to conceive. The power of sentencing any and every case to the stocks is withdrawn from the Magistrates, but now, so far as we can see, they will probably find themselves violating the law if they sentence to the stocks any prisoner except those convicted under an extremely limited class of offences. What is wanted, and what this Bill does not contain, is a definite list of the offences the penalty for which will include exposure in the stocks. It should be laid down how long a prisoner may be fettered in public at one time, how long he should be compelled to sit motionless and cramped on the ground. As the Bill stands, the intention would appear to be to arrogate the power of sending thieves, street swindlers, tricksters of every description, snuffers, shoplifters and all that kidney to the stocks. If that be so, well and good; but what are the Magistrates to understand from the terms of this Bill, introduced without a word of explanation and unaccompanied even by the formal "objects and reasons" to which we had become familiar. We submit that the class of offences we have enumerated, and others, such as house-breaking, and a host of other crimes and misdemeanours which will occur to the reader are the very offences that should carry the penalty of the stocks—that is, if the stocks are to be retained. But if the value of the stocks has vanished then they should be abolished off the face of the Colony. The Government seem to think that the stocks have outlived their day of usefulness; then why adopt this miserable subterfuge of amending the original Ordinance so that it is rendered inoperative instead of taking the bull by the horns and settling the matter definitely once and for all?

SIDELIGHTS ON AMOY AND SWATOW CUSTOMS AFFAIRS.

Of all the trade reports which we receive from every conceivable source there are few which compare in interest with those issued under the auspices of the Imperial Maritime Customs of China. These are invariably alive with quaint dissertations on out-of-the-way themes, on customs and conditions that have either passed away or only prevail in an emasculated form. The curious knowledge which the Commissioners acquire in their off moments is sandwiched between the price of raw commodities and the value of the Haikwan tael. They never seem to be content unless their report is what the world calls "readable"; facts and figures relating to the subject in hand are brightened by side reflections and digressions

which are certain to catch the eye and secure the reader's attention. If only some of our British consuls would adopt the same style and enter into their reports with the same spirit then, possibly, we might manage to flounder through the baubles of consular bludgeons which periodically arrive from London, but they seldom or never—excluding a few brilliant exceptions—seek to absorb the genius of the places to which they have been appointed. From the Statistical Department of the Imperial Maritime Customs we have just received the quinquennial Native Customs reports and returns. What adds special interest to these reports is the fact that they cover the first quinquennial period since the taking over of the Native Customs by the Foreign Department, under the terms of the Peace Protocol, the change having taken place on 11th November, 1901. We have dwelt on the amount of curious learning which these reports generally display, but, for some reason or other, the Acting Commissioner at Canton has decided on this occasion to be severely matter of fact; indeed, he is almost as laconic as a telegraphic despatch. But the Amoy Commissioner, Mr. C. H. A. V. Bowra, staunchly upholds the old traditions. He has a "Note on early history of trade and Customs at Amoy" which is almost fascinating. When Zaitun, "the great port of Chinese trade with the West in the Middle Ages," a port which has disappeared, and that "so completely that a controversy has raged over the identification of the site," Amoy was only one of Marco Polo's "isles of the ocean." Mr. Bowra proceeds: "It was sparsely populated, and the prey of the native pirate and the Japanese sea-rover. Its birth as a place of commercial importance may be said to be coincident with the arrival of the foreign vessels early in the 17th century, the establishment of the Dutch trading posts in Formosa, and the consolidation of the Koxinga power. In the throes with which the mainland was convulsed during the expiring years of the Ming, foreign trade naturally found that it could best be carried on in the port governed by the strong hands of the Koxinga family; the Zaitun, or Hai-tung, trade, which had long been waning, shifted here, the easy approach and the natural advantages of the harbour soon won appreciation, and here the trade has remained." It is interesting to learn that foreign trade under the new conditions was ushered in by the Portuguese soon after their first arrival at Canton in 1516, but as indicative of the official policy it is recorded that some 90 Chinese merchants were beheaded at Amoy in 1547 for the offence of trading with foreigners. The Spaniards followed the Portuguese, trading from Manila, where no less than 2,000 Chinese were located. It was not till 1680 that Amoy finally fell into the hands of the Manchu Government, but by that time Amoy had grown from an "isle of the ocean" to a port of considerable importance, with the result that its Customs House was the most lucrative in the province. From 1727, when the "interdict on foreign trade was withdrawn," until the opening of the Foreign Customs House in Amoy in 1861, and the gradual replacement of the junk traffic by foreign sailing ships and steamers, must have been the halcyon days of the Native Customs. From 1861 onwards the Foreign Customs reaped the profits; the Native Customs led a quiet and uneventful existence, little observed or cared for by the foreigner and the commerce which he fostered until, in 1901, much that was mysterious and obscure was to have light thrown upon it by the passing of the Native to the control of the Foreign Customs—an arrangement by which the parent in its age fell to the care of the thriving child. When the Foreign Customs took over the Native staff employed in one capacity or another numbered 294; many were drones or pensioners, the representatives of dead incumbents; some only came on duty for a month at the time; others never appeared on the scene at all except to draw their emoluments. The entire force collected practically went to pay the staff. Three months after the new system had been inaugurated the staff of 294 was reduced to 76; within twelve months it was down to 54 and the salary list was reduced by one-half. To-day the staff stands at 25 persons, and the revenue has increased from 24,484 Hk taels in 1901 to 67,644.735 last year, in spite of an enlarged duty-free list and other abatements. In Swatow, which is reported on by Mr. Frank Smith, the Acting Commissioner of Customs, the Native Customs were found to be in very much the same condition as those at Amoy. The staff totalled 117 persons, some of whom had bought their positions. By death or retirement the staff had fallen in 1905 to 98 and in that year there was a grand sweep when it was curtailed to 37. But the Native Customs at Swatow have not flourished as they have done at Amoy and Foochow, and Mr. Smith enters into an explanation of the reasons for its rather unsatisfactory returns. He remarks: "One great cause is that steam year by year is more than taking the place of sail, and that the risk against storm and piracy of junks cannot be covered by insurance. Cheap

freights by subsidised Japanese steamers to Hongkong, Foochow, and Formosa are rapidly decreasing the junk trade with these places. The decline of the sugar trade, too—referred to in the Maritime trade reports for 1905 and 1906—affects the Chang Kuan dues and duties, for when in former days native sugar paying an export duty was sent to places on the coast, now the foreign refined article, already duty-paid at the Maritime Customs, takes its place. In fact, the gradual adoption of goods of foreign origin in preference to the native product is constantly spreading to new out-of-the-way fields, and it is responsible, to a great extent, for the small revenue returns. Again, the decline in the demand for native goods for places on the coast decreases the importation of such goods into Swatow, for this place is a great distributing centre and junction for all sorts of commerce; and although several industries have begun and are about to commence locally, such cannot for some time visibly affect the revenue. The increased preference for foreign furniture has already limited the importation of the Canton-made article, thereby depriving the junk trade of one of the many commodities fast reverting to steamer holds. Large Canton junks, which formerly put in regular appearances here, now almost cease to arrive. And so Swatow lingers on waiting for better days. We have said and quoted enough to show the exceptionally interesting character of these quinquennial reports, which go to prove how greatly the Chinese Empire has benefited by the direction of the Customs by foreigners. Some of the older generation of Chinese time-servers may lament the days that are gone when they could draw their salaries without boding from their houses, but the change has been for the edification of the masses generally and the betterment of social conditions.

NATIVE AFFAIRS.

ASSAULT ON A BRITISHER.

[Translated for the "Hongkong Telegraph."]

Canton, 8th October, 1907. The Viceroy has ordered the deputy magistrates, Messrs. Chiu Wang and Sit Wing Nin, to proceed to Ngan Hang, a place opposite Macao, without delay in order to investigate the case of assault by Chinese soldiers belonging to the Magistrate of the Heungshan district on the person of Mr. H. J. Harding, who reported the circumstances to H. B. M. Consul-General at Canton some time ago. The deputies are provided with all the necessary documents touching the case which originally arose over a woman, a British subject, who is alleged to have been unlawfully detained by the Chinese. Mr. Harding was attacked when he went there to inquire into the truth of the matter. They are to fully investigate the whole case and report all the particulars to His Excellency, who will give decision as soon as the investigation is completed.

THE ANTI-OPIMUM PROPAGANDA. A meeting was held by the Anti-Opium Association on the 6th inst. Resolutions adopted and remarks are appended:—

(1) An abridged list of regulations for the management of and education at the Hospital for opium smokers was read. (2) It was made known that the premises of this Hospital were kindly lent by Man Lih Shui Yuen for temporary use for three months. Since its establishment, many of the districts inland have followed and several tens of smaller associations are being formed in various places. The head association has a duty to perform in encouraging and uniting with all the others. But the buildings must be returned to their owner at the end of the 9th moon. Resolution was passed that a petition should be sent to the Central Police Department requesting the right to occupy a portion of the Wah Lam Monastery, and members should report if they come across any convenient spot. (3) It was discussed that besides the distribution of anti-opium pills and pamphlets, etc., should be written to influence the feeling of the general public. Resolution was passed that such songs, etc., can be selected from the various native newspapers and bound into small pamphlets for distribution. One member suggested that a radical policy should be adopted in order to suppress the habit in the interior, and the ban associations should be invested with power to co-operate with the local officials, otherwise the gentry cannot be interferred with should they continue to smoke.

BOTTLE FLINGING IN THE HARBOUR.

FOUR-YEAR-OLD CHILD SERIOUSLY INJURED.

A serious charge, which will probably have to be amended before a conviction can be secured, was brought against a boatman—Cheung Tai, of cargo boat 3150—at the Police Court, to-day. It was alleged that he had assaulted a boatwoman—Ho Ho, of sampan 536—causing bodily harm. There is nothing in the evidence, it is stated, to show that Ho Ho was in any way assaulted by the boatman, but for some months past a grudge has existed between Cheung Tai and Ho Ho. Except for a few words exchanged between them when they chanced to meet, no violence resulted. Yesterday afternoon Cheung Tai's cargo-boat was moored alongside the steamer *Haiwan* loading cargo. Cheung Tai, who was supervising the loading, was standing forward. Turning round he saw Ho Ho's sampan crossing his bows. That some words were exchanged between the parties is not denied. Ho Ho, the report says, proved herself an exceptional orator. Cheung Tai could not find words to reply at the moment and picked up a bottle, he is alleged to have hurled it at the woman. The bottle struck Ho Ho's four-year-old child instead, opening its head in half a dozen places and severing two arteries. A passing police pinnace was hailed and the boatman was taken into custody. The child was removed to hospital for treatment. In the meantime the case stands adjourned until the 14th instant, by which time it is believed the child will have recovered.

A PRACTICAL DEMONSTRATION.

UTILITY OF THE FIRE-FLOAT.

ALARM OF FIRE ON BOARD S.S. "CATHERINE APCAR."

A report of fire in the harbour was communicated to the Harbour Office this morning about 10.30 o'clock. The report located the outbreak on board the Calcutta liner *Catherine Aparcar*, lying in the thick of the shipping off the Hongkong, Canton and Macao Steamboat Co.'s wharf to the west.

Always alert and ever ready for any emergency, whether the result of a squall or to combat the devouring flames of a petroleum-laden junk, the harbour officials were at once up and doing. Flinging aside a sheaf of "minute papers," or some other departmental document, Mr. E. Jones, assistant Harbour Master, in adjutant was away from his office and at the next had boarded the Harbour Office launch which, in no time, was scurrying away from the pier to the scene of the supposed conflagration.

Meanwhile the floating fire-engine was apprised of the alarm and in no time a company of firemen from the Central had boarded the fire-float which, also, promptly made for the *Apcar* steamer. The fire-float dashed through a labyrinthian course of sampans, junks, ferry-launches and steamers, to reach the *Catherine Aparcar*.

From the Harbour Office the earliest information was passed on to the Commodore on board H.M.S. *Tamar*. The agents of the *Apcar*, Messrs. David Sassoon & Sons, Ltd., were also informed of the report. A clerk from the shipping department of the firm was detailed with all despatch to investigate. When this gentleman had his launch brought alongside the steamer he was just in time to see Mr. Jones's launch, casting off for the *Catherine Aparcar*. The fire-float had already reached the vessel only to discover that her services were not required. The firemen had evidently had a fine hoax perpetrated on them. We would not, however, be surprised to learn that the alarm was raised by some zealous official to demonstrate the preparedness of the fire-float in the harbour and the efficiency and smartness of the brigade to cope with a fire among the shipping in the port. As an object lesson the alarm, this forenoon proved, beyond a doubt, the practical utility of the floating engine and the promptness of the brigade to answer any call of urgency. It also proved that, whether in reality or at practice, the shipping interests of the port of Victoria are entrusted into the hands of officials who are capable of rendering an excellent account of one of the most important departments of Government in Hongkong—we allude to the Harbour Master's Department—even if they are handicapped by the lack of the additional fire-float which the Government propose to purchase when the Estimates have finally passed through the Legislative Council.

ALLEGED MALICIOUS ARREST.

CLAIM FOR DAMAGES.

This morning, at the Supreme Court—in Summary Jurisdiction—his Honour Mr. A. G. Wise, acting Chief Justice, presiding, Li Chung, the managing partner of the Man Sang Loong firm, 35, Central Market, brought an action against the managing partner of the Kwong Cheung Sang firm—Ah Yeung Wong—of 25, Gilman's Bazaar, to recover the sum of \$250, being a claim for damages.

Mr. Otto Kong Sing was for the plaintiff, while Mr. R. A. Harding represented the defendant.

Mr. Otto Kong Sing said that the plaintiff claimed \$250 damages for false imprisonment. At this stage, he said, he wanted to amend the writ, adding assault as another count.

Mr. Harding—I am not prepared to deal with any other count that is not on the writ.

His Honour—That is what I want to know. \$250 for assault too?

Mr. Kong Sing—No. I will take both in conjunction—assault and false imprisonment.

His Honour—What was the assault?

Mr. Kong Sing—Taking the plaintiff by the queue and dragging him along the road.

Mr. Harding—I am only prepared to deal with the question of arrest.

His Honour—M'lice?

Mr. Harding—Yes.

Mr. Otto Kong Sing then went into the particulars of the case. He said that the plaintiff and the defendant were fruit dealers. On 18th September last the steamer *Kiaochow* arrived in port and brought with her a quantity of pears. Forty-five baskets were consigned to the defendant firm, ten to another party, and twenty-five to the plaintiff firm. The pears were sent off by the ship's steward, with orders to the boatwoman to deliver the pears to their respective owners. The defendant and the other party's pears were delivered at Wing Lok Street, defendant taking delivery. After this the boatwoman proceeded to the piers, opposite the Central Market, and a messenger was sent to the plaintiff's shop calling upon them to take delivery of their pears. Plaintiff sent two of his foks to take delivery. They had taken away three baskets, when a number of the defendant's foks appeared on the scene and accused plaintiff's men of "stealing pears."

Hearing of this the plaintiff went to the spot. On arrival, defendant seized plaintiff by the queue, saying, "You're stealing pears; come with me."

And with that the plaintiff, Mr. Otto Kong Sing said, was dragged along the road and handed over to a lunkong, who took him to the Central Police Station. After an investigation the plaintiff was released. That was the case for the prosecution, and it was unnecessary for him to say anything on the question of false imprisonment or malicious prosecution.

Evidence was then called.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

MR. TAFT IN SHANGHAI.

SOLVING THE PHILIPPINE PROBLEM.

THE "CHINA FOR THE CHINESE" POLICY.

[From Our Own Correspondent.]

Shanghai, 9th October,

12.20 p.m.

Mr. Secretary Taft delivered an important speech at the banquet which was given in his honour by the members of the American Association last night.

In the course of his address Mr. Taft referred to the rumours regarding America's intentions with respect to the Philippine Islands, and, in a vigorous and emphatic outburst, unhesitatingly expressed the opinion that it would one of the grossest violations of the implied obligations undertaken by the United States Government were they to sell the Philippines to any other Power in the world.

He expressed himself in favour of the "open-door" policy in China, and upheld the necessity for currency reform in the Middle Kingdom.

On the question of the "China for the Chinese" policy, Mr. Taft maintained that such an aim would best find legitimate expression through the medium of administrative reforms.

In conclusion, the Secretary of War eulogised the reforms which had been introduced into the Consular Service, and particularly that which had led to the establishment of the United States Court for China.

Mr. Taft strongly advocated the erection in Shanghai of buildings which would be in consonance with the dignity and importance both of the Court and of the Consulate.

FOUR FARMERS AND A ROGUE.

THE "TREAT" THAT NEVER CAME OFF.

A sulkily-looking individual, trading under the name of Li Yuen, figured in the dock, before Mr. C. A. D. Melbourne, this morning, at the Police Court, on a charge of robbery. Last week four country yokels took passage to Hongkong to see the sights. Yesterday afternoon, leaving the Man Foong boarding-house, they proceeded to do the town. One of the farmers, Wong Sam, had the sum of \$12 in his pocket. They had seen all they had come to see and were on their way to a tea shop in Wing Lok Street at Wong's invitation, when something occurred that broke up the tea party. A man, approaching Wong from behind, spat on his shoulder. Wong, believing that this was the custom among people of large cities when they had taken a liking to a fellow, quietly brushed it off with his hand, and was forgetting the incident when he was called to his bearings by hearing his dollars jingling in his pocket. Turning sharply on his heel he saw a man striding down the road for all he was worth. Wong felt his pocket, only to discover that his dollars had disappeared. In a second he was after the thief. The others saw themselves losing a "treat" and they followed Wong's hot foot. District watchman No. 4, who was on duty at the junction of Wing Lok Street and Bonham Strand, saw the procession coming full pelt in his direction. He could not find time to look up the regulations as to what to do in such cases, so he got in the middle of the road and grabbed the first man that came past him. He was right for once. A moment later the farmers—each wearing shoes a size too big for him—came limping up and told how they had been victimised—Wong telling how his \$12 had left his pocket without his knowledge, and the others how they lost their tea. The thief, who was no other than Li Yuen, was taken to the Central Station. He was searched, but no money was found on him, and it was the opinion of the police that the coin had been handed over to an accomplice, who escaped. His Worship found accused guilty and sentenced him to three months' imprisonment. The wet weather saved him from a dose of the stocks. This, however, was no satisfaction to Wong, who, no doubt, is wondering how his board bill is going to be paid. The quartette quitted the Court looking quite seedy and it would be interesting to hear their opinion of Hongkong.

THE Interport Shooting Match has been postponed to Saturday, 12th inst.

THE Taft party of which there are 14 in all will arrive on Saturday morning from Shanghai on the *Minatoka*. They leave the following day (Sunday) on the transport *McClellan*. Included in the party are Mr. Taft and a ten-year-old son.

Telegrams.

[Reuter's.]

General Sir Harry Maclean.

London, 7th October.

The Morning Post correspondent in Tangier says that Raisuli has reduced his terms for General Sir Harry Maclean's release to: British protection for himself and family, and a ransom of £30,000.

The British Government is prepared to grant its protection and to advance the ransom on the guarantee of the Sultan to refund the amount.

Strike of Cotton Handlers in America.

Eight thousand members of the Cotton Handlers' Union in New Orleans have struck, stopping all shipments of cotton.

Japan and the United States.

The correspondent of the Morning Post in Washington has good authority for stating that the principal reason of Mr. Taft's visit to Japan is to inform the latter that, unless the emigration of coolies to America is checked, an Exclusion Bill will be introduced in Congress during the coming season.

British Trade.

Increases in September. Imports £284,441; exports £453,167, of which latter £1,000,000 was in coal, and £3,000,000 in manufactured goods, including £1,000,000 in textiles.

The Hague Conference.

The Arbitration Committee of the Hague Conference, on Saturday, exhaustively debated, and adopted, by 30 to 6, the principle of obligatory arbitration on certain specific subjects set forth in the General Convention.

The minority consisted of Germany, Austria, Roumania, Greece, Turkey and China; four abstained from voting, including Japan.

CANTON DAY BY DAY.

POLICE APPOINTMENT.

[From Our Own Correspondent.]

Canton, 8th October.

Tsai Yau-Sao-ih, who has been appointed assistant superintendent of the Canton Police Department, yesterday assumed charge of his office.

AGAINST CLAN FIGHTS.

On account of the frequent occurrence of clan fighting with violence, which often results in serious loss of life, in the province of Kwangtung, especially in the districts of Nam-hoi and Panya, the authorities have drawn up a code of regulations prohibiting such fights.

TELEGRAMS.

On the 6th instant, electrical engineers were sent to the district of Luk Ok, in the prefecture of Linchow, to install wires between that place and Canton for the purpose of establishing greater convenience in the form of telegraphic communication both for officials and private individuals.

RAILWAY RECEIPTS.

The collection of fares from passengers travelling on the Canton-Kowloon section of the Canton-Hankow Railway for the last ten days of the eighth moon was as follows:—28th ultimo, \$266.19; 29th ultimo, \$207.99; 30th ultimo, \$122.61; 1st instant, \$202.06; and instant, \$175.61; 3rd instant, \$132.63; 4th instant, \$202.52; 5th instant, \$187.55; 6th instant \$204.24; total \$1,881.30. The total for the whole of the eighth moon is \$5,065.04.

PETITIONS TO THE VICEROY.

On the 6th instant, being the first day on which the collection of petitions at the viceregal yamen was made, over a hundred petitions were presented to H.E. Viceroy Chang by different individuals.

REINFORCING THE GARRISON.

In view of the frequent risings in the South of China, and as the number of troops of the different regiments is considered too small to cope with the bandits in case of emergency, the Admiral and Commander-in-Chief, (Hua Ping-chick), has now proposed to increase the strength of the forces, by enlisting four more new regiments. It is expected he will soon carry his proposal into effect.

SIR CHENG TUNG.

Sir Chengtung Liang Cheng, the newly-appointed president of the Canton-Hankow Railway Company, has sent a telegram to the Company's office to the effect that he had left Shanghai for the capital on the 7th instant, and that he would proceed to Canton at an early date to take up the new appointment.

DISTINGUISHED VISITORS.

Yesterday, the Junior Lieutenant Tantar General of Canton, Li Kwok Kiu, left here for Hongkong by the Chinese gunboat 'Pa' to receive his aged mother and other members of his distinguished family who are coming to Canton to attend his wedding, and these distinguished visitors are expected to arrive here in a few days' time. H.E. Li Ching-Fang, the newly-appointed Chinese Minister to the Court of St. James, is also expected to arrive by the same boat from the North.

HEUNGSHAN OPIUM FARM.

The prepared opium farming monopoly of the district of Heungshan has been taken back by the Canton Shan Hou Chu which will in future take entire control of it. A weiyuan has been sent to make arrangements for taking over the farm.

THE ADSETTS TRIAL.

GOVERNMENT ANALYST'S EXAMINATION.
ACCUSED COMMITTED FOR TRIAL.

Josie Marshall's story which she related to sentimentally yesterday at the trial of William Hall & Co. for the murder of Gertrude Dayton, no doubt whetted the appetite of a few, for when the trial was resumed this afternoon at the Magistrate's Court, all eyes were turned to another thrilling story. They were doomed to disappointment, however, the evidence that was adduced being of a cut and dry nature.

Mr. G. E. Morrell, of Messrs. Denny and Bowley's office, again appeared for the Crown; Mr. Reginald Harding representing the accused. Frank Browne, Government analyst, was the first witness examined. He said that on 19th Au ust he received from Detective Sergeant O'Sullivan three bottles containing liquids, which, on examination, he found to be harmless. Five days previously he received from the same officer a piece of mattress ticking, a quantity of mattress hair, and a table cover. He examined them all and found blood thereon.

Mr. Morrell—Could you say if that blood was ordinary blood or not?

Witness—I cannot say.

Is cold weather could you say?—I can't say.

On August 15th, continued the witness, he received from Dr. H. Macfarlane four sealed bottles of post-mortem material, which witness examined for poison and found none therein.

Mr. Morrell—Returning to the question of blood, can you say if a woman would bleed if she was strangled?

Witness—I don't think that question should be put to me. I'd rather not answer it.

Once the crowd learnt that the next witness was to be a woman there was a general stir at the back of the Court. Mr. Morrell said that it was his desire to recall Lolita Leavitt to testify as to what dress Gertrude Dayton was wearing on the night before she was murdered.

Mr. Harding objected, stating that the witness had been examined before.

Mr. Morrell said he could call what witnesses he liked at the Supreme Court. What he wanted witness to speak about was the dress the deceased woman was wearing on the night she visited Lolita Leavitt's house.

Mr. Harding—Josie Marshall has already spoken of that.

Mr. Morrell—Josie Marshall has not.

Mr. Harding—She has.

Mr. Morrell—I say she has not. Josie Marshall said the skirt belonged to Gertrude Dayton. She did not say she saw Gertrude Dayton wearing it that night. In fact, Josie Marshall was not in the Colony at that time.

The Court allowed the question to be asked. Witness, in reply, said Gertrude Dayton was wearing on that night a blue skirt and blouse and a white check jacket. She identified the clothing in Court.

Mr. Harding—Have you read the report of yesterday's trial?

Witness—Yes.

Mr. Morrell—When?

Witness—In last evening's paper.

And when did you become aware that you were going to be re-called?—This afternoon. And have you read the report since then?—No.

At this stage Josie Marshall was recalled. Asked if she and Gertrude Dayton ever lived together, witness answered yes, in the Hotel France, Manila, for some time. Witness admitted identifying quite a lot of jewellery yesterday and stated that among the jewellery she found that three of the deceased woman's rings were missing.

Mr. Morrell—What kind of rings were they?

Witness—One was a large solitaire, the other a small solitaire, and the third was set with two stones.

What kind of stones?—Diamonds.

Can you identify the diamonds?—Yes.

The two diamonds which Adsett was alleged to have pawned in Hong Kong were produced and witness identified them as Gertrude Dayton's property.

Francis Gomez, passenger clerk in the Nippon Yusen Kaisha, said that on the 5th August last a white man booked a passage on the Tama Maru, giving the name of "Jackson."

Mr. Morrell—Will you look round and see if you can see "Mr. Jackson?"

Witness—That's "Mr. Jackson" at the bar!

What do you mean by "the bar?"—The dock, I mean.

Where did he book for?—Shanghai.

How much did he pay?—\$50.

Did you see him on board?—Yes, that afternoon.

Did you pick him out in gaol?—Yes, I did, among eleven or twelve others.

unfair. He said that all the hotel "boys" could identify his clothes and hat because they must have seen them hanging in his room, and it was in consequence of this that the men were ordered to remove their hats.

Mr. Harding—You said that accused was noticeably taller than the other men?—Yes.

And wouldn't it have told even if the men were seated?—I don't think so.

Can you say if all the other men who were put together with accused for identification purposes were clean shaven?—Yes.

Did they appear to have been shaved that morning?—They appeared so.

Was accused, in your opinion, shaven that morning?—He appeared as well shaved as the other men.

Were the other ten men white men?—Yes.

Detective Sergeant O'Sullivan was then called to the witness box.

Adsett, who had been seated up to this stage, stood up, and with his arm spread on the rails of the dock remained in that posture, watching and listening carefully to the evidence.

On the 8th August, the witness began, he went to the Hongkong Hotel and, examining the register, saw the name "Mr. and Mrs. Jones" entered therein. He made inquiries about them from a "boy," who said they had not been seen for three or four days. Witness called for the manager and asked to be allowed to enter room No. 184. In company with Mr. Davies witness walked into the room. On entering the room Mr. Davies remarked that two bath towels were missing.

Witness made a hurried examination, after which he locked the room and went away. Next morning, with Chief Detective Hanson, witness made a careful examination of the room. He found a dark tweed coat, which was hanging on a rack to the right of the bed; a black soft hat; one crumpled shirt, and a reversible waistcoat. Inspector Hanson examined the bed in his presence and found it in order. The mattress was next examined, but there was nothing to show foul play on the surface of it. On turning it over, however, two big blood-stained marks were seen on this side. Witness said he found several handkerchiefs on which were sewn the word "Gertrude."

On a table in the room he came across a cash-box, in which was a number of empty jewel cases. There were also in the room a camphor-wood box, a 'kilt case, a trunk, and the tray of the Saratoga trunk, into which some clothing was picked.

Mr. Morrell—Did you bring the prisoner back from Manila?—I did, Sir.

When did you arrive?—On the 23rd September.

He was handed over to your keeping by the Manila authorities?—Yes.

Mr. Harding—Now, were did this mattress ticking (the blood-stained piece of mattress cover) come from?—Near the head of the bed.

Did you question any of the room "boys" as to whether they had removed anything from the room, prior to your arrival?—I did.

And what did they say?—They told me they had not.

Did you take away the key to the room on your first visit?—I did.

Who gave it to you?—The "boy."

Did you ascertain from Mr. Davies if there was another key to the room?—I did not.

John William Hanson, chief detective inspector, spoke as to examining and finding the blood stains on the mattress.

Mr. Morrell—Did the bed appear to have been made?—Yes.

Did you find other blood stains?—Yes. There were blood stains on the tablecloth.

On 24th September did you read over a charge to the accused?—Yes, I did, in my office.

Did you caution him?—I did.

Did he make any statement?—Yes.

What did he say?—"I wish to plead not guilty."

Did you take it down word for word?—Yes.

Did he sign it?—Yes.

His Worship—Did you read it over to him?—Yes.

Witness here produced the statement, which was admitted.

Mr. Morrell—Your Worship, that is the case for the prosecution. I have made out a prima facie case and I ask that the accused be committed to stand his trial.

Mr. Harding—I do not propose to address the Court. I simply reserve my defence.

Mr. N. G. Nolan, the interpreter, cautioned the accused. "William Hall Adsett," he said, "having heard the evidence, do you wish to say anything in answer to the charge? You are not obliged to say anything unless you desire to do so, but whatever you say will be taken down in writing, and may be given in evidence against you upon your trial. And you are clearly to understand that you have nothing to hope from any promise of favour, and nothing to fear from any threat that may have been held out to you, to induce you to make any admission or confession of your guilt, but whatever you shall say may be given in evidence against you upon your trial, notwithstanding such promise or threat."

Adsett had nothing to say.

He was then committed to stand his trial at the next Criminal Sessions.

THE four pork dealers who were arrested last month for killing a hawk in the Wanchai Market, under circumstances already recorded in these columns, were discharged by Mr. F. A. Hazeland, at the Police Court, yesterday afternoon.

POLICE Sergeant Aris, of No. 7 Police Station, while on duty in Pokfulam Road early this morning, came across six "night birds" sleeping on the roadside. He rounded up the group and marched them to the station. To-day, they were charged before Mr. C. A. D. McBurnie, in the Police Court, with being rogues and vagabonds, and they were each sentenced to fifteen days' hard labour.

To-day's Advertisements.

C.M.S. BAXTER MISSION.

THE ANNUAL SALE OF WORK, in aid of the above, will be held in the CITY HALL, on TUESDAY, 15th Oct., from 3.30 to 6.30 P.M.
Hongkong, 9th October, 1907. [997]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 12th October, 1907, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

THE GOODS AND CHATELAINS of the HONG KONG KONG SSK of Nos. 106 and 108, Des Voeux Road, Hung Hom.

One to B.H.P. CROSSLEY STATIONARY KEROSENE OIL ENGINE, 3 COTTON TEAZING MACHINES, 2 VICES, 1 Lot of COTTON, &c., &c., on the premises. TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 9th October, 1907. [999]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NORE," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 9th October, 1907. [2]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 9th of October, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th of October, at 9.30 A.M.

All Claims must reach us before the 18th of October, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 9th October, 1907. [1]

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship "ROON," Captain G. Meiners, will leave for the above places, TO-MORROW, the 10th inst., at 8 A.M., instead of as previously advertised.

NORDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 9th October, 1907. [1]

A SPECIAL SALE will be held at THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 10th, 11th, 12th instants, at 2.30 P.M.

OF Ladies' and Children's Underclothing, Dresses and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superiress hopes to receive and merit a large share of the public patronage.

ITALIAN CONVENT, 28, Caine Road.

Hongkong, 3rd October, 1907. [889]

SHIPPING AND MAELS

MAELS DUE.

Indian (Fookiang) 11th inst.
French (Ernest Simons) 11th inst.
Indian (Kumana) 16th inst.

The M. M. Co.'s s.s. Ernest Simons with the next French Mail will leave Saigon to-morrow at 4 p.m. for this port.

The Imperial German Mail s.s. Prinz Eitel Friedrich, which left here on 11th ult., arrived at Genoa on 8th inst., at 9 p.m.

To-day's Advertisements.

LLOYD'S GREATER BRITAIN PUBLISHING COMPANY, LIMITED.

COMPILERS AND PUBLISHERS OF THE WORLD-FAMED SERIES OF 20TH CENTURY IMPRESSIONS SERIES OF PUBLICATIONS.

Already Compiled:—

"20th Century Impressions of West Australia."
"20th Century Impressions of Natal."
"20th Century Impressions of Orange River Colony."
"20th Century Impressions of Ceylon."
"20th Century Impressions of Straits Settlements and F.M.S."

And in course of compilation:—
"20th Century Impressions of Hongkong and Treaty Ports."

"20th Century Impressions of Hongkong, Shanghai and Treaty Ports" now in course of compilation.

NOTICE TO SUBSCRIBERS.

Lloyd's Greater Britain Publishing Company, Limited, desire it to be distinctly understood that no copies of their forthcoming work on Hongkong, Shanghai and Treaty Ports will be obtainable by anyone residing in these countries except by advance subscription in respect of which deposit of not less than one-half will have been paid before the book goes to press. No copy will be delivered in the United Kingdom, or in any other part of the world until after the issue required locally has been despatched from London and then only under the following guarantee, signed by the purchaser:—

"I, of being desirous of purchasing a copy of Twentieth Century Impressions of Hongkong, Shanghai and Treaty Ports, hereby undertake, as a condition of the purchase, that I will neither take nor send the book, directly or indirectly, to any part of the territory to which it relates."

A printed slip setting forth the conditions under which the book is sold will also be inserted in every copy that is not intended for use in Hongkong, Shanghai or the Treaty Ports.

LLOYD'S GREATER BRITAIN PUBLISHING CO., LD., 38, Queen's Road, Central.

PRESS REVIEW OF PREVIOUS WORKS:

"The Guardian," July 10, 1907:
Books of Reference.
"It would be difficult to find a book of reference more trustworthy or more complete."

"The Times Literary Supplement," July 12, 1907:
"Twentieth Century Impressions of Ceylon is, perhaps, not a very appropriate title for a book which aims at conveying something very much more than, more impressions. The volume is extremely handsome and ornamental, the binding is magnificent, the paper excellent, the illustrations, which are said to number 3,000, admirably executed. There is much valuable information regarding tea and rubber cultivation, pearl fisheries, and every branch of trade and industry practised in the island."

"The Spectator," June 1, 1907:
"Twentieth Century Impressions of Ceylon" (Lloyd's Greater Britain Publishing Company Limited)—This very sumptuous volume, with its 664 quarto pages and its illustrative photographs numbering nearly 3,000 is well worthy of its object."

"The Scotsman," May 23, 1907:
"... Yet by whatever biographical name it is described, it is an invaluable compendium of facts and figures, for enquirers specially interested in the present state of Ceylon and its material features, it should be added, reflects credit upon everyone concerned in its production."

"The Morning Post," June 20, 1907:
"This is done in this case, for you shall, not think of anything which might be worth knowing about India's Pearl-Drop and be disappointed in finding information about it."

"The Daily News," July 9, 1907:
"Every aspect of the island, historical, commercial, political and legal, and so forth has been treated, and in each case the subject has been entrusted to an expert."

"The Financial News," July 15th, 1907, (Reviewed by Percy F. Martin, F.R.G.S.):
"It has long been a reproach among publishers that, amid the heterogeneous collection of literature which continually pours forth from the press, little or no attention is devoted to the numerous interests which our own colonies possess and concern, which the general public have—and can obtain—little or no information. To a great extent this omission is repaired by the occasional issue of such works as 'Twentieth Century Impressions of Ceylon, its History, People, Commerce, Industries and Resources,' edited by Mr. Arnold Wright, and published by Lloyd's Greater Britain Publishing Company, Limited, Tudor Street, E.C. 4. Comprehensive as the subtitle of this handsome volume is, it by no means fails to justify itself in the subject matter treated. No phase of history, life or industry of or in the beautiful 'Pearl-drop of India'—as Ceylon has been not inaptly termed—is overlooked, and the same scrupulous and discriminating care which has characterised other publications emanating from the same source is observable in this."

"The Ceylon Independent," July 13th, 1907:
"No expense has seemingly been spared in its preparation to achieve a satisfactory result, one that would reflect credit both on the Colony and the producer."

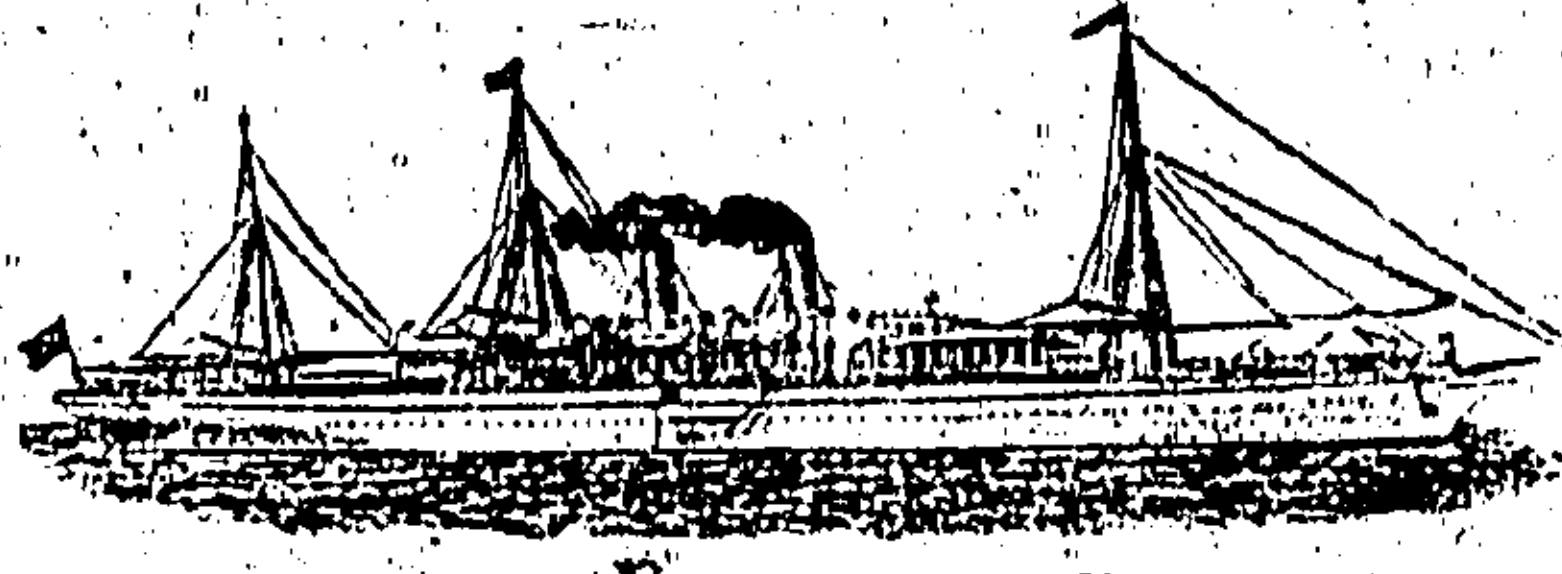
"Times of Ceylon," July 17th, 1907:
"The book forms a most useful directory to the business houses in the fort and to the commercial industry of the island generally. In this way it should serve a very useful purpose. In concluding a lengthy, but far from complete, running review on this monumental book on Ceylon, we once again take the opportunity of complimenting all concerned on the careful and thorough manner in which it has been produced from the first page to the last. There is not the slightest evidence of scamped work anywhere, on the contrary every page bears ample testimony of the admirable character of the supervision over the production both in London and in Ceylon."

"The West Australian," Aug. 7th, 1907:
"It is remarkable for the completeness with which the labour involved in its compilation has been carried out."

"London Daily Telegraph," April 6th, 1906:
"Twentieth Century Impressions of Natal is a splendid volume, worthy of its great subject. It is a mine of information."

Hongkong, 9th October, 1907. [

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA".....	6,000	THURSDAY, Oct. 24th	Nov. 11th
"EMPEROR OF JAPAN".....	6,000	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPEROR OF CHINA".....	6,000	THURSDAY, Nov. 21st	Dec. 9th
"EMPEROR OF INDIA".....	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPEROR OF JAPAN".....	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class 7/6 St. Lawrence River Lines of New York £71.10. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, via St. Lawrence £40. Via New York £42. First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "EMPEROR" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all ports and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 26th September, 1907. D. W. CRADDOCK, General Traffic Agent for China Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	YIKSANG	FRIDAY, 11th Oct., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 11th Oct., 4 P.M.
TIENSIN	CHONGSHING	SATURDAY, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	MONDAY, 14th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
SINGAPORE, PENANG, CALCUTTA, KUTSANG	YUENSANG	SATURDAY, 19th Oct., Noon.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	\$ 65	\$100
Penang	85	130
Calcutta	105	150

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
ILOILO AND CEBU	"SUNGKIANG"	10th Oct., Noon.
SHANGHAI & CHINKIANG	"PAOTING"	10th Oct., 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	10th Oct., Noon.
YOKOHAMA & KOBE	"CHINGTU"	10th Oct., Noon.
SWATOW & SHANGHAI	"SHAOSHING"	11th Oct., Noon.
HOIHOW & HAIPHONG	"SINGAN"	13th Oct., daylight.
SWATOW & SHANGHAI	"YONGHAW"	15th Oct., 4 P.M.
MANILA	"TEAN"	15th Oct., Noon.
CHEFOO & TIENSIN	"KUEICHOW"	15th Oct., Noon.
CHEFOO & NEWCHWANG	"KWEIYANG"	19th Oct., Noon.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled tables. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon—amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 12th Oct. 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 19th Oct. 1907.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 7th October, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship	To sail
"OCEAN MONARCH"	On the 2nd November, 1907.

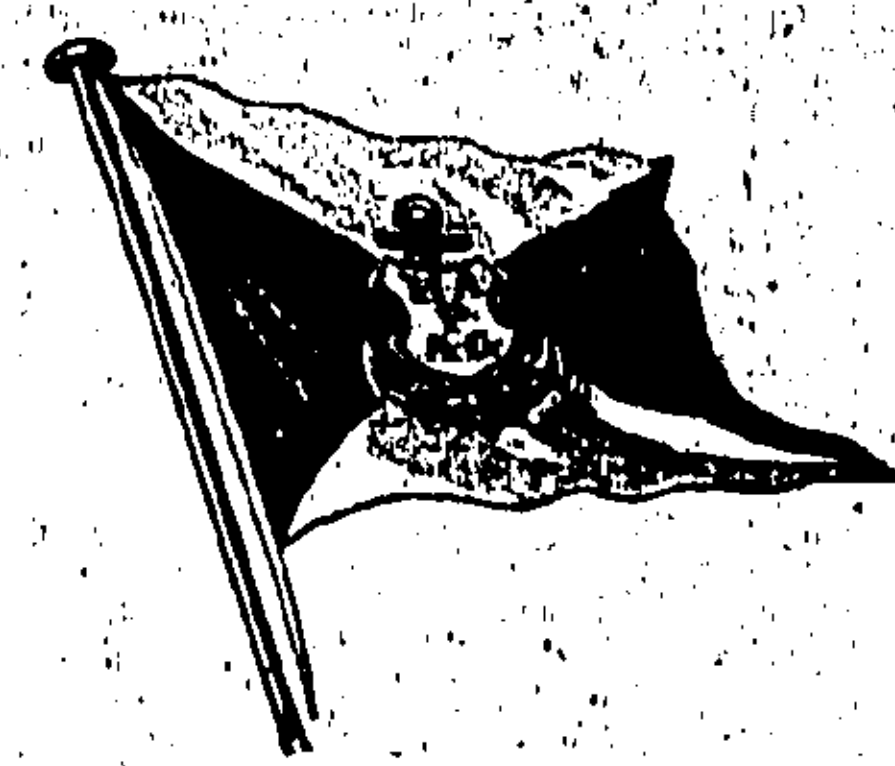
For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 13th September, 1907.

Hongkong, 13th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

312,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HABSBURG—HOHENSTAUFEN—SILESIA—SCANDIA.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG. NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

SILESIA 2nd Nov.
Hongkong, 26th September, 1907.

HOHENSTAUFEN.....30th Oct.
SILESIA11th Dec.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

IQUIQUE via JAPAN PORTS (KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers	Capts.	Tons	To sail
KASATO MARU	D. Mori	6,100	THURSDAY, Oct. 10, Noon
KATHERINE PARK		4,000	About End of Nov.

Taking Freight and Passengers to other eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to K. MATSUDA, Manager, York Building.

Hongkong, 30th September, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," will be despatched at above, on SATURDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 1st October, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "KONG TUNG".....Capt. H. W. WALKER.

"KONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$2.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Capt. W. D. A. Thomas, will be despatched for the above Ports, on FRIDAY, the 11th inst., at 3 P.M.

For Freight and Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 5th October, 1907.

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO,"

Captain Delitto, will be despatched as above on FRIDAY, the 11th inst., at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 7th October, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing.
Kumerik	6,332	D. Baird	15th Oct.
Shawmut	9,600	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Fremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 4th October, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals\$2.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 3rd July, 1907.

WEATHER-FORCASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a drum below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a drum below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a ball below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a ball below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. Sau Ki Wan.

Stanley. Sal Kung.

Cape Collinson. Sha Tau Kot.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

F. G. FIGG, Director.

15th July, 1907.

COMET DISAPPEARS.

SHOWER OF METEORS TO BE EXPECTED.

Misguided people who have lately been spending their evenings gazing into the heavens in a vain search for Daniel's comet will be encouraged to learn that its career is over for the present. Daniel's comet was an early riser. It was only visible in the early morning, and though, of course, the watchful Astronomer Royal at Greenwich saw the comet and secured a number of most successful photographs, a great many other unsuspecting people saw nothing at all.

However, though the comet is no longer visible, it is just possible that following across the heavens is a mighty train of meteors, which on Thursday night next will break into a magnificent display. This display cannot be guaranteed, but on Thursday the point of the earth's orbit and the comet's orbit will be almost in friendly touch at a distance of 100 million miles.

THE FOURTH YEAR.

The comet which has caused such a future was discovered in the middle of June by Prof. Daniel, the American astronomer at Princeton, after whom it has been named. Officially it is ear-marked D because it is the fourth discovered this year, but it has been the most brilliant seen since 1882. Its flight across the heavens was somewhat ill-timed for the sight-seeing public, for had it but delayed its departure when it started some ages ago, by two months, we should have seen a sight to rank with Donati's brilliant comet of 1858, Coggia's comet of 1874, or Tebbutt's of 1881.

As it happened it came nearest to us at an unfavourable time at the beginning of August, the distance then being seventy millions of miles.

A "Morning Leader" representative was assured at the Royal Observatory that Daniel's comet has never been observed before, and as to its returning a few million years hence—well, that has not yet been settled. Some are such elongated orbits that they never return. Others come back smiling after a few thousand years. For instance, three years' hence—in May, 1910—Halley's comet will return, for Halley's comet makes an appearance every 76 years. Halley was the second Astronomer Royal at Greenwich, and it was from his studies and discussions in 1682 that he discovered that some are periodical comets.

IT MAY RETURN.

Two or three years' hence, when all the facts in connection with Daniel's comet have been well considered, it will be possible to decide the point as to its being a periodical comet.

It is a strenuous life of strife, however, that a comet lives, for it is in perpetual war with the sun. Light has a repulsive effect upon the unknown and rare gases of which comets are composed, and these are driven into long tails reaching millions of miles. The recent comet had at least 25 of these tails, some being short and curved as though offering resistance with denser gases; others stretched away to a distance computed at eight millions of miles, and many millions of miles in depth.

But so well conducted is traffic in the heavens that the passage of such an object causes no obstruction.

THE SAILOR'S NEW MENU.

RECOMMENDATIONS OF THE COMMITTEE.

The report of the Committee of Naval Officers appointed to inquire into the question of the ration and victualling arrangements of the fleet was issued last month.

It states that the Committee have not felt it to be within their province to make recommendations involving any appreciable extra expense to the Crown. The Committee are satisfied that it is undesirable from every point of view to contemplate an departure from the existing system under which the Government undertakes the supply of the essential portions of the men's dietary.

The Committee say they have been much struck by the unanimity with which it is now recognised in the Service that the cooking question, and the savings question are all parts of one great problem—namely, that of the proper feeding of the ship's company—and that all these sections of the problem must be dealt with simultaneously, if any real progress is to be made.

The Committee recommend that the present official ration and the savings system shall give place to a smaller standard ration, together with a messing allowance of 4d. per diem per head, to be credited to the mess. The following reductions to be made in the present ration:—

Bread.....1 lb.

Fresh meat.....1 lb.

Chocolate.....1 oz.

Jam.....1 oz.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	{ \$1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 = \$16.04	{ \$647 1/2 \$640 new issue London 278
National Bank of China, Limited	99,915	£7	£6	\$1,735,000	\$71,293	\$2 (London 3/6) for 1903	\$51
MARINE INSURANCES.							
Canton Insurance Co., Limited	10,000	\$250	\$50	\$1,075,000	\$233,638	\$20 for 1905	7 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	\$1,100,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11/16 per tal.	6 %
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,460,400	{ Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	5 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$461,467	\$12 for year ending 31.12.05	7 %
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$2 and bonus \$2 for 1905	9 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	13 1/2 %
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000,000	\$365	\$1 for 1906	6 1/2 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	NIL	\$4 for year ending 30.6.1907	10 1/2 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$60,000	\$3,694	5/- for 1906 @ ex 2/2 1/2 = \$7.14 per share	3 1/2 %
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 12 for account 1907	11 1/2 %
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	\$173,370	Interim of 1/- (Coupon No. 8) for a/c 1907	4 1/2 %
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000	\$137	{ \$1.00 for year ending 30.4.1907 \$0.50	4 1/2 %
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 10,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$100,000	Tls. 8,935	\$3 for 1897	3 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %
MINING.							
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$150,000	\$11,358	No. 12 of 1/- = 48 cents	5 %
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$491,580	\$4 for 1st half-year ending June 30th 1907	8 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	13 %
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %
Humphreys Estate & Finance Company, Limited	10,000	\$10	\$10	\$100,000	\$11,567	80 cents for 1906	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 1/2 for 1906	7 %
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	16 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$14,219	50 cents for year ending 31.7.07	4 1/2 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 1,000,000	Tls. 50,663	Tls. 50 for 1906	17 1/2 %
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032,480	\$638	1/3 per share for 1906	9 %
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$163	\$3 for 1905	13 %
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	NIL	\$1 for 1904	13 %
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	10 %
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.06	9 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$185	80 cents for 1906	9 %
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	1 1/2 per share for year ending 28.2.07	7 %
Hongkong Ice Company, Limited	5,000	\$15	\$15	\$75,000	\$4,361	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %
Manichappi tot Min, Bosch en Landbouw-planten te Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 25,000	Tls. 10,374	{ Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	\$1 per sh. or period from 19th Oct. to 30th Apr. 07	8 1/2 %
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	NIL		
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Dr. P. 34,324	None	7 1/2 %
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Tls. 4 for 1905	10 %
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	10 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$163,500	Tls. 85,592	Interim of 15/- for account 1907	10 %
South China Morning Post, Limited	7,200	\$25	\$25	\$180,000	Dr. 41,934	Interim of 11/3 for account 1907	6 1/2 %
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$4,278	None	10 %
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 201	40 cents for year ending 31.5.07	10 %
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	Tls. 6 1/2 for year ending 30.4.07	10 %
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	First year	8 %
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	{ 80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	7 1/2 %
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	{ Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %

* These shares are entitled to half of the profits.

Mails.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "NERA."

Captain Schmitt, will be despatched for MARSEILLES on TUESDAY, the 15th October, at 4 P.M.
This steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.
Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. "YARRA" 14th Oct.
S.S. "ERNEST SIMONS" 15th Nov.
S.S. "TONKIN" 25th Nov.
S.S. "POLYESTER" 10th Dec.
S.S. "TOURANE" 24th Dec.
G. DE CHAMPEAUX, Agent.

Hongkong, 2nd October, 1907. [10]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.
(With liberty to call at the Malabar Coast).
THE Steamship

"HEADLEY,"
will be despatched for the above Port, on or about SATURDAY, the 26th October.
For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.

Hongkong, 5th October, 1907. [835]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. "BATAVIA," 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Oceana," due in London on 30th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th October, 1907. [2]

Intimations.

ACHEE & CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&c. &c. &c.

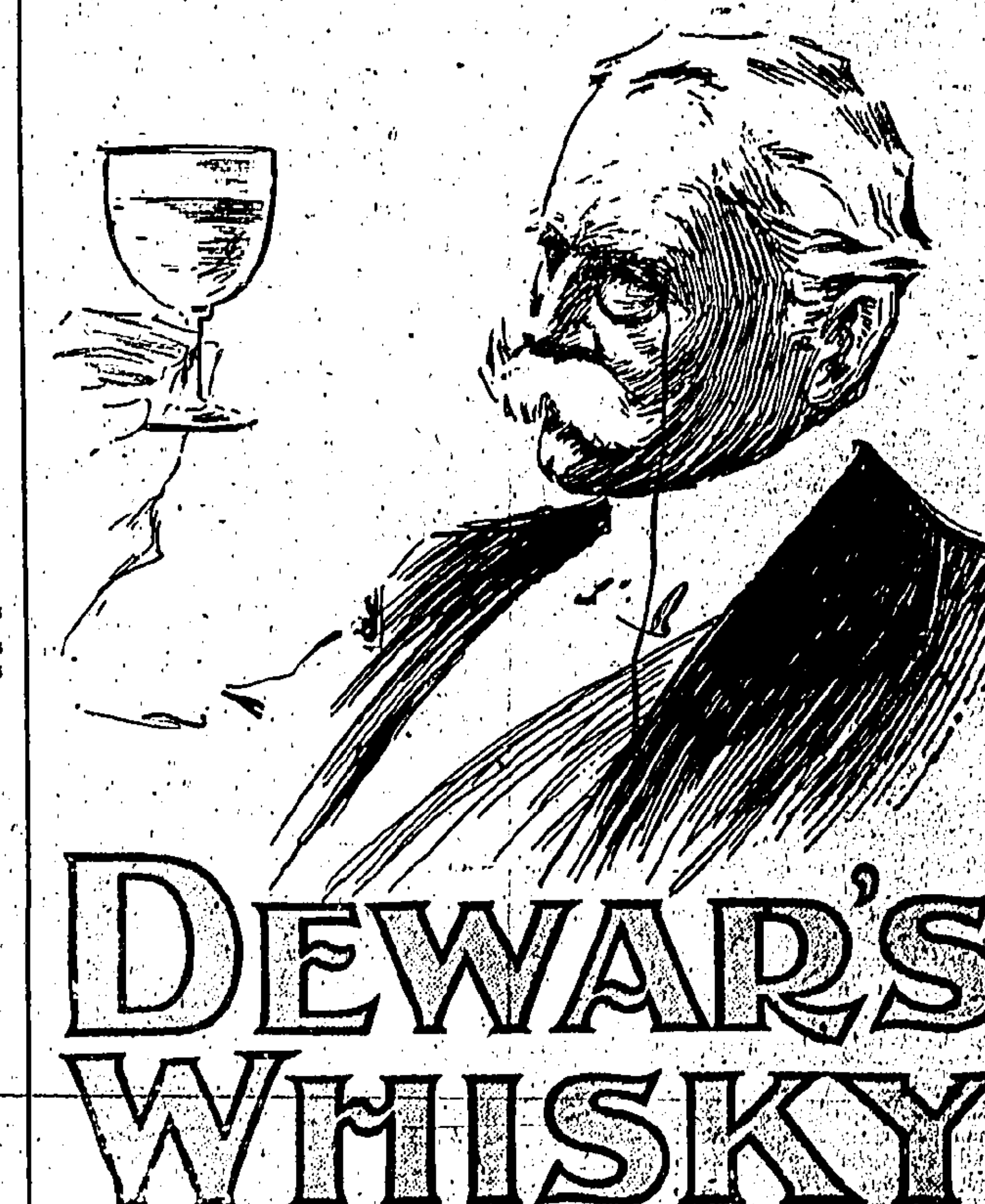
KODAKS, FILMS,

Telephone 256.

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



Sole Agents. BUMANN & BERBLINGER.

15, 16 & 17, Colmaugh Road Central.

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